

## **Attachment 1**

### **Draft Meeting Notes Bicycle and Pedestrian Task Force**

**MEETING DATE:** June 19, 2019

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 p.m.

#### **ATTENDANCE:**

##### **TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert, Kane Co. DOT, Chairman  
George Bellovics, IDNR  
Dave Longo, IDNR  
Carlos Feliciano, IDOT (on phone)  
Sidney Kenyon, DuPage DOT  
Pam Sielski, FPDCC  
Ed Barsotti, Ride Illinois (on phone)  
Patrick Knapp, Schaumburg  
Emily Karry, LDOT/LCCoM  
Lee Ann Prather, IDOT  
Ron Burke, Active Transportation Alliance  
Kyle Whitehead, Active Transportation Alliance  
Jessica Ortega, DuPage Co. Forest Preserve  
Greg Piland, FHWA  
Kevin Staniel, RTA  
Allison Buchwach, Metra  
Ryan Peterson, KKCOM  
Allan Mellis, Citizen

##### **ABSENT:**

Jessica Hyink, City of Evanston  
Keith Privett, CDOT, Co-Chair  
Jason Meter, CTA  
Karen Shinnars, PACE  
Randy Neufeld, SRAM Corp  
Gin Kilgore, Bike Winter / LIB  
Representative, CNT

##### **CMAP STAFF:**

John O'Neal  
Doug Ferguson  
Jane Grover  
Jen Maddux

Kyle Acevedo (intern)  
Jeong Hoon Kim (intern)  
Meagan Gibeson (intern)  
Caitlin Goodspeed (intern)

## **OTHERS:**

Dave Landeweer, Terra Engineering  
Matt Novander, FPDWC  
Tim Gustafson, Epstein  
Beth Norton, Epstein  
Ruth Rosas, Lurie Children's / CLOCC

### **1.0 Introductions**

Members and attendees introduced themselves.

### **2.0 Approval of the Minutes**

*Motion for approval of the meeting notes was made and seconded. The motion carried.*

### **3.0 Local and Regional Planning**

#### **3.1 CDOT/City of Chicago – Milwaukee Avenue Complete Streets Improvements**

CDOT Senior Transportation Planner, David Smith, presented on the CDOT [Rapid Delivery Project](#) (RDP) to improve conditions for walking, bicycling, and taking transit along Milwaukee Avenue between Division and Armitage/Western. Project implementation included low-cost, quick-hitting pilot improvements identified in the Wicker Park / Bucktown Master Plan. Mr. Smith described the planning and design process from data collection and existing conditions analysis, concept development, public engagement, and project evaluation.

Mr. Smith described the origin of the project, with the WPB Masterplan, which included a number of transportation objectives, including reclaiming space for pedestrians and bicyclists, balancing the mobility needs of all roadway users, reducing crashes of all types, but especially those involving pedestrians and bicyclists, improving access, and creating a sense of place. He explained that Milwaukee Ave. (Division to Armitage) was a high crash corridor, per the City's Vision Zero action plan.

The project had three main goals:

- Improving accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan

- Implementing **low-cost, quick-hit pilot projects ahead of future capital improvements** that are prioritized and supported by members of the community
- Evaluating before / after effects of pilot project treatments

And a highly accelerated timeline, with the WPB Master Plan approved in December 2016; design taking place between April and July 2017; and installation occurring over one year, from September 2017 to September 2018.

Mr. Smith highlighted some design strategies in relation to goals and evaluation metrics, including dashed bike lanes and bike boxes; median left-turn bike lane and bump-outs to access the 606 trail; curb extensions, slip-lane closures, new crosswalks, and in-street “stop for pedestrian” signs; and a new lower (20 mph) speed limit, which comprised the “project toolkit.” He reviewed the existing conditions, showed “before-after” photographs of the bicycling conditions, and highlighted data that points to increased safety along the corridor. He then showed “before-after” photographs of the conditions at crossing locations, and highlighted data that points to less speeding.

Mr. Smith summarized by saying that making the corridor more ‘rational’ and clear about where different users/modes should be lay at the heart of the projects success.

Mr. Mellis asked if there were other Rapid Delivery Projects. Mr. Smith replied that there were locations where the same approach has been taken but they were at the intersection or project site level, rather than at the corridor level. Mr. Mellis asked if, since these interventions have been successful, had the City considered leaving them “as is” rather than going back and making them permanent. Mr. Smith replied that for maintenance and aesthetic reasons, he believed that the city and the neighborhood’s intention was to go back, as money becomes available or when the street is reconstructed, to make the bump-outs and slip-lane closures permanent (i.e. constructed with concrete). He added that road reconstruction could result in additional improvements that were not carried out as part of this RDP.

Ms. Buchwach stated that she cycles along Milwaukee regularly and she can attest to the design’s positive effect on safety and comfort, adding that the permeability of the dashed line allows flexibility for both cars and bicyclists. Mr. Whitehead asked what CDOT heard on removing parking in order to add a protected bike lane. Mr. Smith responded that it was judged to not be feasible within the timeframe of this project. Mr. Burke congratulated CDOT on this project and wondered how such projects could be facilitated in the future, not only in Chicago but in other communities around the region. He added that given the average travel times for cars along corridors like Milwaukee, creating woonerfs could be an option.

## **4.0 Pedestrian and Bicycle Programming and Policy**

### **4.1 CMAP FFY 2020-2024 Program Development (CMAQ and TAP)**

CMAP staff, Doug Ferguson, provided a summary of bicycle facility and access-to-transit applications received during the call for projects that closed on March 15, 2019, as well as preliminary staff evaluation/scoring of these projects. [Meeting materials](#) included a memo on the project applications and evaluation process, as well as spreadsheets with the scoring of the projects. Mr. Ferguson noted that he was seeking Task Force feedback on specific projects,

which could potentially affect CMAP's understanding and scoring. He added that input should be received by close-of-day, Friday, June 21. Mr. Ferguson referenced additional information and a [full report](#) of all applications available on CMAP's Call for Projects [webpage](#).

Of the 28 bicycle project applications, two were evaluated only for TAP; five projects showed no emissions benefits, per the bike switching model (i.e. no auto trips eliminated); two projects did not have Phase 1 sufficiently underway to qualify for eligibility. Of the eight Access to transit projects, one (RTA's) had nine communities/projects folded into it; two projects did not have Phase 1 sufficiently underway to qualify for eligibility.

Discussion over the meaning of an "impassible barrier" ensued, with Mr. Ferguson pointing out that this was one "state" along a spectrum, which allowed for an estimation of the magnitude of an improvement, i.e. its ability to advance from one state or condition, in terms of bicycle accommodation, to another at a specific location. Ms. Karry asked how much total funding was available for CMAQ and TAP. Mr. Ferguson stated that, at this point in time, approximately \$270M was available for CMAQ and \$13.5M for TAP.

#### **4.2 IDNR – Burnham Greenway (126th St/Avenue O to Brainard Ave.)**

IDNR Regional Landscape Architect and Grand Illinois Trail Coordinator, George Bellovics, presented on IDNR's project to complete the northern portion of the Burnham Greenway Trail gap, providing an overview of the project and an update on its current status.

Mr. Bellovics began with an overview of the project location and details of ownership, focusing on the northern IDNR project but touching on the southern, Village of Burnham project as well. He then showed and explained detailed construction drawings of the design, starting at the south end of the trail segment, highlighting the street crossing improvements, security fencing, and the connection to the existing trail near 126<sup>th</sup> St. and Avenue O. He concluded by stating that, if all things went according to plans, the project should be let in the fall of this year.

Mr. Mellis thanked Mr. Bellovics for his dedicated work on this and other trails, including the Grand Illinois Trail, for which he is coordinator. Ms. Ortega asked if ComEd was cooperative and helped on finding solutions across and on their property. Mr. Bellovics stated that they were difficult to work with. Mr. Burke clarified that this project was only one-half of the infamous "Burnham Greenway Gap," and that the southern portion must also be completed in order complete this important connection. Mr. Bellovics stated that he believed that the southern segment was also advancing toward construction.

#### **4.3 CMAP Public Participation Plan and Engagement Activities**

Outreach Principal, Jane Grover, provided an update on the agency's ongoing public engagement initiatives, including development of the Public Participation Plan (PPP) and upcoming ON TO 2050 implementation events.

After introducing herself, Ms. Grover pointed out that there were copies of the full Public Participation Plan in the meeting packet. She stated that CMAP is required by federal and state laws to update the PPP every 4-5 years, and that it incorporates federal language from the FAST Act and state laws as regards open meetings and a citizens' advisory committee (CAC).

Ms. Grover stated that the preparation of the PPP involved review of the last edition, as well as investigation of other MPO's plans. The PPP had a mandatory, 45 day public comment period, which ended earlier this year. She added that it functions as a living document and guide to the agency's engagement activities, and that CMAP, through the plan, is trying to do more than simply "check the boxes" required by law. The plan provides a base from which the agency and its partners can work to improve outreach and public engagement.

She added that CMAP outreach includes many activities, such as focus group meetings on specific topics, such as the recent one on transportation funding. CMAP, she stated, is always searching for new methods and new partners for effective outreach and engagement. She said that this is absolutely necessary since new organizations, groups, and interests emerge all the time, and that our work must respond to those changes.

### **5.0 Project Updates**

No project updates were given.

### **6.0 Public Comment, Announcements and Other Business**

Ron Burke announced his departure, as Executive Director of the Active Transportation Alliance, stating that he would be going to work at Lyft, as the central area's director of micro-mobility policy and advocacy. Mr. Rickert thanked Mr. Burke for all his hard work on the Task Force and at Active Trans, and most recently for his work on the state capital bill. Mr. Mellis seconded the thanks and congratulations.

The chairperson reminded the Task Force that Mr. Burke had been their representative to the Transportation Committee and that the Task Force would therefore need to choose another rep. He added that he had received input on potential methods for choosing this rep and that he, through CMAP staff, would reach out to members to discuss the method to be utilized.

Mr. Kenyon stated that he had expressed the desire to CMAP staff for the Task Force to have more presentations from around the region, as opposed to the City of Chicago and adjacent (inner ring) suburbs. Staff concurred and asked members to please submit ideas for presentations when they had them.

### **7.0 2019 Meeting Dates**

The Chair reminded Task Force members and the public of the remaining 2019 meeting dates.

- Wednesday, September 18, 2019 at 1:00 p.m.
- Wednesday, December 11, 2019 at 1:00 p.m.

### **7.0 Adjournment: 3:15 PM**